

COVINGTON ESTATES

Mr. Tim Miller and Mr. Ross Winglovitz appeared before the board for this proposal.

MR. PETRO: Please bring the rest of the board up to par, why you are here and what are we doing. We have, the town being we have received a letter, two page letter from the Town Historian, Glen Marshal, and his concerns over where the Town owns the property and that property is where the spine road is going into this complex which used to be and old historic Continental Army site. I do want it mention that it had been disturbed in the past, there was a road over top of it, a lot of it has already been blacktopped, it's in disrepair now and I would say maybe in the '20s or '30s as a lot of this site, the old Temple Hill Road road went through the site and came out to Vails Gate which is a single lane road. So that sparks some more interest in the project and the Town attorney and Mark, myself and who else was there, Mark and Mike Babcock had a meeting and come up with some ideas to make this look more conducive to being a historical site, if you want to call it a historical site, I'm not sure that we do. So a letter had gone out to the applicant with some of the comments that were made, I don't necessarily agree with some of the comments and it was too much for me to go over by myself, so I thought I'd bring it to the board and get everybody's opinion, see what they thought and go from there. Also tonight I had asked Henry Kroll, the Highway Superintendent, to join us because one of the comments was that the road going into this development which eventually I would like to see some day be a Town road to connect from here to Vails Gate Heights, even though a lot of people are not in favor at this time, some day may come to pass that the road be actually made out of the pavers. And I think Mr. Kroll wants to talk about that a little bit. We'll get to that. We also asked the applicant to do Belgian blocks in the curbing which he agreed to in the spine road. There was some talk of removing the entire clubhouse and pool and putting it over where these units are in the corner, the right-hand corner of that map, remove those units so we didn't have to look at the clubhouse and the pool from the road. I was not

necessarily in favor of that. I said we'd discuss it and the applicant has informed me since then that they would just remove that completely, they don't want to lose the units, they cannot lose the units. And our answer usually is that we're not interested in monetary figures to maximize your property but in this particular case, if he's willing to remove it, he doesn't need it. I think he told me that it's on the borderline of whether you need a clubhouse or not, so they did remove it and make a little park in there and give Mr. Marshal one of his plaques and that this was a historic site. I want to talk to Mark about removing that completely because I never mentioned that. We had also talked about the stone walls along the entire length of the 50 feet right-of-way which they are not opposed to, they would like some relief in the middle because it creates problems for sight distance, sidewalks, and I'm not sure that Mr. Kroll wanted it in the first place. We're going to get to that also. All right, I've talked enough. So I don't know how you want to approach this. Mark?

MR. EDSALL: I think probably the most sensible way would be to go through the letter that was sent to the applicant raising the potential improvements and then just seek comment.

MR. ARGENIO: So you're going to go an item at a time?

MR. PETRO: Yes.

MR. EDSALL: Do you have the letter or no?

MR. LANDER: Who was that letter by?

MR. EDSALL: I had written a letter at the request of those attending the meeting.

MR. PETRO: Basically, the Town attorney.

MR. EDSALL: Which was a letter that went out on November 5.

MR. PETRO: I had called Mark because I was very uneasy with the whole meeting and I didn't agree with all of

the meeting and I had asked Mark not to send the letter until we had them in here for discussion. Unfortunately, the letter went out. I asked Mark to call the applicant which he did and say you're coming in for discussion, don't go panicking over the letter, that's why they're here. They're here to discuss the comments from the Town attorney and we also need to have some sensitivity to Glen Marshal. I don't want to just say forget it, we're not interested, but we have to be very realistic and try to understand the whole thing. I can do some from memory.

MR. EDSALL: Start off with the road.

MR. PETRO: Road detail 50 foot wide, I don't think anybody's disputing that that's not a good idea, is that correct?

MR. ARGENIO: Right-of-way or pavement?

MR. PETRO: Right-of-way itself on the Town property so that's not an issue. We then asked the applicant to put in Belgian block for curbing, that's not an issue.

MR. ARGENIO: Save you four or five dollars a foot, should be happy with that.

MR. PETRO: It does give a nice look to the project. Okay, now, let's get to the next one, the stone walls on the sides of the road, why don't you tell us what you want to do then? Henry, maybe you want to talk about that?

MR. ARGENIO: We're just talking about exclusively the spine road?

MR. PETRO: Right, when you show them where the railroad track is so they know where it is and dead-ends into that railroad and eventually, some day I would like to have it opened up from 207 over there so that's a reason for this also.

MR. WINGLOVITZ: With what we'd propose to do with the stone walls to provide stone walls at the entranceway up to the first intersection and then provide them as a

delineation beyond the road where the right-of-way is so that any future use of that people will realize that there's something proposed there, that was your request. We did not want to provide them in the middle for safety reasons for sight distance. We have a lot of driveways, there will be kids, we don't want people playing on top of the stone walls.

MR. PETRO: I think the stone walls in the entranceway would do what the historian is looking for, I mean, because you're not going to see up in there anyway.

MR. ARGENIO: All the way to the intersection.

MR. MILLER: We've a stone entry feature, if you remember the landscape plan, there's a curbed stone entry feature with plantings so the stone would extend from the entrance feature back along the 50 foot.

MR. ARGENIO: Indigenous stones, correct?

MR. MILLER: Correct.

MR. EDSALL: Are those your entry feature, where is that physically located on the entrance?

MR. WINGLOVITZ: Either side of the entrance.

MR. EDSALL: On the back of the right-of-way?

MR. WINGLOVITZ: Yup, behind the right-of-way line.

MR. EDSALL: So it's part of the site plan?

MR. WINGLOVITZ: Yes.

MR. KARNAVEZOS: How high are the walls?

MR. PETRO: 35 feet.

MR. ARGENIO: 36 inches.

MR. EDSALL: Three feet is what we talked about.

MR. PETRO: Mark, keep notes of everything we're doing.

MR. EDSALL: I'm trying.

MR. MILLER: There's an existing stone wall that extends along the property line on this side of the open space area, we would retain that stone wall as well.

MR. ARGENIO: Let me interject. You're going to create a detail for the stone walls, yes?

MR. EDSALL: No, we're going to get a submittal.

MR. ARGENIO: My only point is a stone wall is not a pile of rocks lineally along the side road, a stone wall is a laid up, dry laid stone wall, they can move, the frost doesn't affect it but it's laid up by hand and not a wind row of rocks.

MR. WINGLOVITZ: Yes.

MR. PETRO: Let's go over the concept. We're going to have the stone wall from 207 to the first intersection, then would pick up at the second intersection and go to the property line as delineation for future and the reason for the one in the back so people buy those two units on the sides, they realize that there's a road there possibly some day and that it's just, we don't have what we had across the street with people screaming.

MR. EDSALL: So it's from 300 up to the first intersection then on the back end from the property line into that intersection.

MR. PETRO: Correct, and for two different functions, the first function for the historic look and the second one is to delineate the road.

MR. EDSALL: And you'll set them at the back of the property line or the right-of-way line?

MR. WINGLOVITZ: Correct.

MR. PETRO: Next issue, which is the most sensitive for

me was instead of having blacktop put on this road that it would be built with pavers. Henry, you want to talk about that?

MR. KROLL: Pavers?

MR. PETRO: Yeah.

MR. KROLL: Just that I'm opposed to pavers.

MR. PETRO: Any specific reason?

MR. KROLL: Maintenance, future problems if we decide to extend the road, I don't want to take over that problem.

MR. MILLER: We don't want to do the pavers.

MR. ARGENIO: Mr. Chairman, I agree with Mr. Kroll for similar reasons and I think that we can make the historical impact in the roadway surface using other means that are less maintenance to save the taxpayers money and will look just as good and last just as long.

MR. PETRO: Tom, what do you think?

MR. KARNAVEZOS: I agree, you start putting down pavers, next thing you know you have a water line problem or you have a sewer line problem, you're digging it back up and I don't care how many times, it never goes back the same way.

MR. LANDER: It's tough to match them, they can have 5 percent extra but--

MR. ARGENIO: Take a ride down South Street, if I may, I don't know, the State of New York when they did Marine Drive probably 16 or 17 years ago they did the intersection of Liberty Street and Marine Drive and I think Balmville Road going, they did that whole thing in pavers, just the intersection to set off the historical district of the City of Newburgh. Now maybe we can consider doing the intersections, I think it might be a nice idea.

MR. WINGLOVITZ: Small part of entry feature.

MR. ARGENIO: Maybe a crosswalk at the entry feature.

MR. PETRO: He had another alternative, you know, the blacktop where you carve in the--

MR. ARGENIO: Negative, not here, no way.

MR. MILLER: We would certainly wouldn't object to the first 25 feet of the entryway having pavers in that section.

MR. ARGENIO: The street print is a very good product but it tends not to hold up as well as many other things that I can think of when it's subjected to high vehicular traffic, high volumes of vehicular traffic.

MR. MILLER: That would be in this area here.

MR. EDSALL: Just another curve ball to throw in, although we may agree that's a wonderful idea, just remember that intersection needs DOT jurisdiction, they may not approve it anyway.

MR. MILLER: That was something we discussed also, so it would be subject to the DOT's sign-off.

MR. EDSALL: Right, so we have to wait for that.

MR. PETRO: They're not going to allow pavers in the right-of-way.

MR. MILLER: It wouldn't be within their right-of-way but in our property but you still have to meet their criteria for the connection and whether or not it would meet it I'm just not certain.

MR. PETRO: I think going in 12 feet to get to the property line or Town of New Windsor property line with blacktop and then have a little section of pavers then having blacktop, it's just hokey.

MR. KROLL: Wouldn't look right, the entrance with pavers would look nice, why don't you apply to the DOT,

see how it goes.

MR. MILLER: Water gets in between the pavers and the asphalt then you're going to have potholes in that section and it's just not going to wear well.

MR. PETRO: I still think do a nice blacktop job, you have the stone walls, you have the Belgian block curbing, I think that's more than sufficient, we're across from Strober King and a car lot and across from the steel plant and Minuteman and other things in the area. I like all those places but--

MR. ARGENIO: Doesn't sound like it.

MR. LANDER: He's right.

MR. PETRO: Let's put a guy in Dockers and give him a Rolex, it's a smart move. We didn't finish this, as far as I'm concerned, let me poll the board. Tom?

MR. KARNAVEZOS: I agree.

MR. PETRO: Just blacktop on top of everything I just said.

MR. KARNAVEZOS: Like you said in the approach area, if they want to do a small little something.

MR. PETRO: Come up with an idea.

MR. WINGLOVITZ: What I'm hearing from Jim, the only thing that would make sense would be to start it at the edge of the road, we don't think the DOT's going to accept that.

MR. PETRO: I think you're already making it look--

MR. MILLER: The fact of it is the pavers aren't historic, gravel's historic so pavers are no more historic than asphalt.

MR. LANDER: I don't think the State's going to let you do it anyway, I don't see blacktop and pavers and blacktop.



MR. ARGENIO: Again, I like the idea of blacktop pavers and blacktop but if everybody is moving in the other direction and Mr. Marshal is amenable to having a paved road and I don't think Mr. Kroll takes any exception to having a paved road, that's the direction I'm going. I don't feel incredibly strong, I think you're right, the stone walls are going to set the place off and the Belgian block curb is nice.

MR. PETRO: I think you have stone outcroppings throughout the whole area so it's going to blend with the theme of the stone walls.

MR. PETRO: So you know where we're going, right?

MR. WINGLOVITZ: Right.

MR. PETRO: We're going to go to the clubhouse.

MR. EDSALL: Why don't we not vary too far the other issue with the road was the fact that that road is a dedicated road or a dedicated property, that's a proposed town road. Setbacks, do you comply with front yard setbacks on the units?

MR. WINGLOVITZ: Yes, we do.

MR. PETRO: He changed them.

MR. EDSALL: Because that was another issue so that's resolved.

MR. PETRO: He took the 50 foot and moved them back.

MR. WINGLOVITZ: Yes, we did.

MR. EDSALL: The other thing that with the road is part of your treatment of that entrance just call out the areas that are not going to be disturbed, even if you extend it along the property line to any areas that you're going to maintain a buffer along 300.

MR. MILLER: Talking about along here?

MR. EDSALL: Yes, just call out whatever it is.

MR. WINGLOVITZ: It's going to be in our best interest to maintain a buffer.

MR. EDSALL: It's to your advantage and tends to not promote visually the development being seen when you go down through there so just call that as a non-disturbance area.

MR. WINGLOVITZ: Not a problem.

MR. EDSALL: Anything else you want done on the entrance historical?

MR. PETRO: No but we're going to talk, part of the next issue was going to take up some of that where the clubhouse is.

MR. EDSALL: That's next.

MR. PETRO: The clubhouse they felt they didn't want to see it from the road, they being I suppose Mr. Crotty and Mark was there and Mike, I don't know whoever brought it up. And originally we are going to see the units in the corner, can you just point out the units 2, 4, 6, 8, 10 units, remove those units completely, put the clubhouse over there, no units, he's got to lose the units and I felt that was myself I thought that was a little bit further that we should ask, I was just talking with the applicant outside. Tell us what you want to do.

MR. MILLER: What we had thought about based on the historian's comments and based on the location so forth we've got a stone wall that exists here and we have proposed to put a stone wall along here as we discussed earlier, what we think makes sense for this area would be to put the historic monument in that area as requested by the historian, we'd be happy to get a paragraph from the historian whatever he feels is appropriate for us to state on that monument and then basically, the rest of the area we would use as passive open space, we'd have some benches in there, it would be an area where people could go walk their dogs, sit

down, relax, that type of ambiance so to speak, low maintenance area and it would be a nice buffer.

MR. PETRO: Create a mini park with a historic overtone for the site.

MR. MILLER: I prefer to call it passive open space because park has connotations.

MR. PETRO: Can you generate a small plan? When you say a monument, build a monument, take a big bolder, put a plaque on it?

MR. ARGENIO: With a wood slat fence adjacent to 207 to keep people's kids from running into the highway, 300, I meant, 300, something there to keep people's kids from running into the highway, I think it's a nice idea.

MR. PETRO: Razor wire works very good.

MR. ARGENIO: Electric fence.

MR. PETRO: Is that proper?

MR. KRIEGER: That would give rise to certain unfortunate questions.

MR. PETRO: We can't do that so come up with an alternative.

MR. KARNAVEZOS: The only other question I have even if you make it a passive type area where there's benches, are you going to run into a problem with people wanting to park? Are you going to put some kind of parking spaces?

MR. WINGLOVITZ: We have pedestrian access to the site for this area, actually, the whole pedestrian setup is to provide it down there.

MR. PETRO: Sidewalks are going to be inside the stone wall so you'd have to have some openings to get into the park through the stone wall.

MR. WINGLOVITZ: Yes.

MR. PETRO: So you're proposing to eliminate completely the pool, the clubhouse and that's it, they're going to stay where they are, you're going to use park, I know you don't like park but let's use it because it's in my brain, but what do you--so eliminating the pool and clubhouse.

MR. EDSALL: There's no requirement that Mike and I can see that you have to have it, so if this particular site you believe it's appropriate not to have amenities then, the applicant feels in their offering that the type of project he's developing doesn't warrant it, then I think you have the flexibility to accept it that way.

MR. PETRO: That's the first thing I asked the applicant, he felt if the units would still be saleable without having the amenity and he said it wouldn't have an affect at all, that's strictly his business, as far as the sale of the units. It's our business as to whether or not it should be there or shouldn't. There's nowhere else on the site that you could put it if you wanted it without losing the units?

MR. WINGLOVITZ: No place that would make sense.

MR. PETRO: How about eliminating that, no, that's still up front, eliminating one unit somewhere and making that into a clubhouse for all the other units, is that a possibility? So the two in the little cul-de-sac area there do you feel by losing the two units and having the clubhouse that you will get more for the other units to make up the lost--

MR. WINGLOVITZ: That's not what our people tell us based on the size of this development, this type of recreation is not necessity actually passive open space, would be actually better in providing a type of recreation.

MR. PETRO: I don't have a problem with it. Do any of the members have a problem with that?

MR. LANDER: No.

MR. PETRO: Or disagree with that concept? Jerry?

MR. ARGENIO: No, I don't.

MR. PETRO: I live in a nice house and there's no clubhouse and pool there.

Endo

MR. WINGLOVITZ: These will be nice units and that's what the market analysis is saying, they're going to be nicer units, it's not something that they need.

MR. ESDALL: Last item was whether or not you want to address the grades through to Vails Gate Heights now, the profile.

MR. PETRO: He already did it, I've talked to the applicant, I had asked that the applicant also design the road from wherever it need be, the spine road, so if we should ever connect into the other side of the railroad track, which is Vails Gate Heights, that the contour of the road or the height of the road would match the other side and make it more feasible, no sense leaving it way up 9 feet, building a road when by building it down some day a bridge or tunnel or a grade crossing is more feasible, so you've done your work or in the process.

MR. WINGLOVITZ: We've looked at, we'll provide the information to Mark. Basically, we don't believe the grade crossing is going to be feasible. I mean, I've dealt with Conrail on several of those, no way, Jose, too much liability, they're going to want an above-grade crossing and the elevation we have is conducive to that.

MR. PETRO: To an above-grade, how about connecting to the other side?

MR. WINGLOVITZ: That would have to be built up on the other side, I think that's 6 feet above the roadbed, we're about 20 feet above the roadbed.

MR. PETRO: So no matter what, that would be the way to

go, you're never going to go under it.

MR. EDSALL: The bottom line is we need to, we need to nail down how the grades would work so once you're locked in, we know that we've got a workable plan.

MR. WINGLOVITZ: We can show profile to Mark, show what Conrail's requirements are for the overpass so he can see how the grade will work right into the bridge.

MR. PETRO: No matter what it's on the other side. He'd be prepared on his side to go over the top.

MR. EDSALL: You've got a control point above the tracks.

MR. WINGLOVITZ: Exactly, they have an envelope, this is the envelope that you have to maintain if you want to go over, we'll show you that envelope and show you how this works with that.

MR. EDSALL: Does your profile go back into Vails Gate Heights?

MR. WINGLOVITZ: Yes, as far as we get information for.

MR. EDSALL: Why don't you have that information on the file so if the Town decides along the way to apply for a grant we at least can get a handle on what type of work's involved on our side.

MR. PETRO: Any comment, Henry?

MR. KROLL: No.

MR. ARGENIO: I have one last thing but it's not in association with the grade crossing.

MR. PETRO: We're done, okay.

MR. ARGENIO: I don't want to back up, I'm not the guy that wants to back up, but let me just say this, a lot of things were discussed about the road, is there going to be street lights on the road?

MR. PETRO: Keep in mind it's not a Town road, the Town owns the property for further dedication at some point.

MR. EDSALL: I think where Jerry's heading whether or not there's an appropriate type unit that can be put in.

MR. ARGENIO: They've got a huge Pasadena, 60, 70, 80 bucks a square foot. I think Montgomery Street in the City of Newburgh looks beautiful with the old fashioned lights. How many lights could you be talking about, 6, 7, I don't know. Again, I don't want to back up, Jim, just a suggestion that I'm throwing out.

MR. DAVID WEINBERG: I don't remember, do the plans show lighting?

MR. WINGLOVITZ: No.

MR. PETRO: On none of the streets.

MR. EDSALL: One of the things we asked for was distinguish street lights. Why don't you look at the fixtures.

MR. ARGENIO: I mean, I'm sure it's not a huge amount of money and it really looks nice.

MR. PETRO: Come up with a historic theme for the spine road.

MR. EDSALL: You might be able to use the same style on the site lights but just a smaller shorter unit.

MR. PETRO: Good thinking, Mr. Argenio.

MR. ARGENIO: I try. I have nothing else to say on this subject. Thank you.

MR. PETRO: Anything to add?

MR. KROLL: Nothing.

MR. MILLER: We just wanted to discuss one other thing we talked to you about out in the hallway that relates

to the dumpsters variance, curbside pickup, one of the things that our people were telling us is that there's a preference to, it would be private curbside pickup but there's a preference for the homeowner to have the curbside pickup as opposed to having to take their stuff to the dumpster. There's two ways of doing it, one would be to eliminate the dumpsters entirely and propose curbside pickup, the second one would be to show that the dumpsters are a site plan matter and if at some point in time there was a concern that curbside pickup wasn't working as a condition of the site plan approval, the board would have the right to require the dumpsters placed at a future date and time if so wished. We wanted the board's feeling about that before we closed this out.

MR. WINGLOVITZ: This is a development where everybody is going to have their own garage so there's a spot for everybody to put their own garage, it's not like it's an apartment where you don't have any place to go with it and we find that people clean up after themselves a lot better if it's not over there, it's not their garbage anymore, it's spilling over every place, they don't care. Where here, it's their responsibility to keep it clean and we found it works pretty well. If we leave them on with the assurance if the building inspector finds it to be a hassle, if he can ask that it be constructed.

MR. PETRO: Let me suggest this, I'll make one small suggestion, build the enclosures, that's it. Anything else?

MR. MILLER: No.

MR. LANDER: Everybody complaints about having to take their garbage and carry it all the way down to the dumpster enclosure.

MR. MILLER: Are you saying if we built the enclosures, we can still have curbside pickup?

MR. PETRO: I don't care about that, why would that affect the Town?



MR. EDSALL: Bottom line is by having the recycling areas built, landscaped, done properly, it will function either way, whereas then we don't have to deal with the complaint that if you come back later to build them, we have a riot in the audience here. If you build them, they can be available for bulk disposal and you still have curbside pickup. Fine.

MR. DAVID WEINBERG: Can we use the dumpster locations as a recycling areas?

MR. EDSALL: Yes.

MR. DAVID WEINBERG: Fine.

MR. BABCOCK: If you go to put them in later, whose house are you going to build them next to?

MR. DAVID WEINBERG: So if we put them in, is there an objection if we also have curbside service?

MR. PETRO: No.

MR. LANDER: As long as we have cans and not bags put out, they're in cans and they have to be brought back maybe within three or four hours or something like that.

MR. PETRO: Okay, thank you. Motion to adjourn?

MR. ARGENIO: So moved.

MR. LANDER: Second it.

ROLL CALL

MR. ARGENIO	AYE
MR. KARNAVEZOS	AYE
MR. LANDER	AYE

November 13, 2002

56

MR. PETRO

AYE

Respectfully Submitted By:

A handwritten signature in cursive script, appearing to read "Frances Roth". The signature is written in dark ink and is positioned above the printed name and title.

Frances Roth  
Stenographer